



Missouri Transportation System Fact Sheet

The Missouri Transportation System Fact Sheet summarizes the state's multimodal transportation components and performance, providing a snapshot of current and future needs in order to inform the public and stakeholders on Missouri's long-range transportation plan (LRTP) goals and objectives.

Highway Infrastructure Safety Performance



Long-Range Transportation Plan Goal Area Alignment:

SAFE - Enhance safety for all users of the transportation network.

From 2020 – 2024
Missouri averaged

1,001 fatalities
PER YEAR

5,155 serious injuries
PER YEAR

Missouri's **fatality rate** is
expected to **decrease**

14% from 2021
to 2025

In Missouri, **aggressive driving** is the leading
cause of **fatal crashes**.



64% of vehicle occupants killed in traffic crashes were **unbelted** over the last five years (2020–2024)



From 2020 – 2024, in Missouri there was a

17% increase in
motorcycle fatalities



11% increase in
pedestrian fatalities



125% increase
in bicycle fatalities



Alcohol and **drug-related fatalities** declined from 222 in 2020 to 142 in 2024.



Distracted driving fatalities remain at an all-time high.



- In 2024, of the **138 motorcycle fatalities**, **58** were **not wearing a helmet** or wore a **non-DOT certified helmet**.
- Of the **18 bicyclists** who died in 2024, **10** were **not wearing helmets**, and all were male.
- In 2023, Missouri ranked **41st** among **56 states and territories** for **seat belt use** and **8th** among **secondary law states**.
- Seat belt use** in Missouri was **88.3%** in 2024, a **1.3% increase** from 2023. The **national average for 2023** was **91.9%.***
- Fatalities** involving **commercial motor vehicles** decreased from **1.27** to **1.13** between **2019** and **2023.****

Based on 108,627 driver and front seat passenger observations.*
Per 100 million commercial vehicle miles traveled.**

Highway Infrastructure Performance



Long-Range Transportation Plan Goal Area Alignment:
STEWARDSHIP - Preserve the assets and services currently in place.

Condition of Bridges



Good Condition

No significant structural issues.

3,023 structures in Missouri

30% (2019) decreasing to **29% (2024)** in Good Condition



Fair Condition

Moderate issues, may need minor repairs or maintenance.

6,652 structures in Missouri

61% (2019) increasing to **64% (2024)** in Fair Condition



Poor Condition

Serious issues, requires major repairs or replacement.

752 structures in Missouri

9% (2019) decreasing to **7% (2024)** in Poor Condition

Condition of Highways



Major Highways

Interstates and most U.S. Routes.

5,560 miles in Missouri

90% (2021) declining to **89% (2024)** in Good Condition



Minor Highways

Most lettered routes and routes that mainly serve local transportation needs.

17,903 miles in Missouri

80% (2021) increasing to **83% (2024)** in Good Condition



Low-Volume Highways

State-owned roads with less than 400 cars traveling on them per day.

10,351 miles in Missouri

71% (2021) increasing to **83% (2024)** in Good Condition

Statewide TTR and TTTR Trends



Long-Range Transportation Plan Goal Area Alignment:
RELIABLE - Maintain a transportation network that is efficient and dependable.

Missouri measures statewide travel time reliability (TTR) to determine how consistently trips take approximately the same amount of time, even during periods of congestion or unpredictable traffic. The state also monitors truck travel time reliability (TTTR), which specifically tracks travel times for freight vehicles to ensure dependable delivery routes and minimize unexpected delays. An increase in either TTR or TTTR indicates greater variability in travel times, suggesting reduced reliability. Conversely, a decrease reflects more consistent and predictable travel times.

From 2019 to 2024, Missouri saw a **notable improvement** in travel time reliability.



Non-interstate travel time reliability on NHS roads went from **92% in 2019** to **98% in 2024**.



Statewide **interstate** reliability improved from **90% in 2019** to **94% in 2024**.



The statewide **TTTR index** rose from 2017 to 2019.



In 2020, TTTR dropped significantly due to reduced traffic during COVID-19 and has since gradually increased nearing but staying below levels seen pre-pandemic.

